

AMENDMENTS TO THE SPECIFICATION

Please replace paragraph no. [0014] with the following amended paragraph:

According to an eighth aspect of the invention (see FIGs. 2 and 3 for example) , the hybrid driving unit (7A) is characterized in that the power splitting planetary gear (21) comprises a single pinion planetary gear train, the input shaft (10) passes through the inner peripheral side of the power splitting planetary gear (21) and is coupled with the transmission (22) side of a carrier (CR0) of the single pinion planetary gear train, the output shaft (12) passes ~~through~~ between adjacent to the power splitting planetary gear (21) and the transmission (22) and is coupled with a ring gear (RO) of the single pinion planetary gear train, and the rotor (25) of the first electric motor (20) is coupled with a sun gear (SO) of the single pinion planetary gear train.

Please replace paragraph no. [0015] with the following amended paragraph:

According to ~~an~~ ninth aspect of the invention (see FIG. 4 for example), the hybrid driving unit (7A) is characterized in that the power splitting planetary gear (21) comprises a single pinion planetary gear train, the input shaft (10) passes ~~through-adjacent to between~~ the first electric motor (20) and the power splitting planetary gear (21) and is coupled with the carrier (CR0) of the single pinion planetary gear train on the side of the first electric motor (20), the output shaft (12) is coupled with the sun gear (SO) of the single pinion planetary gear, and the rotor (25) of the first electric motor (20) is coupled with the ring gear (RO) of the single pinion planetary gear.

Please replace paragraph no. [0017] with the following amended paragraph:

According to an eleventh aspect of the invention (see FIG. 6 for example), the hybrid driving unit (7A) is characterized in that the power splitting planetary gear (21) comprises a

double pinion planetary gear train, the input shaft (10) passes ~~through~~adjacent to ~~between~~ the first electric motor (20) and the power splitting planetary gear (21) and is coupled with the ring gear (RO) of the double pinion planetary gear train, the output shaft (12) is coupled with the sun gear (SO) of the double pinion planetary gear, and the rotor (25) of the first electric motor (20) is coupled with the carrier (CR0) of the double pinion planetary gear on the transmission (22) side through the outer peripheral side of the power splitting planetary gear (21).

Please replace paragraph no. [0022] with the following amended paragraph:

According to a sixteenth aspect of the invention (see FIG. 10 for example), the hybrid driving unit (7B) is characterized in that the power splitting planetary gear (21) comprises a double pinion planetary gear train, the input shaft (10) is coupled with the ring gear (RO) of the double pinion planetary gear train, the output shaft (12) is coupled with the carrier (CR0) of the doublesingle pinion planetary gear train through the part between the input shaft (10) and the power splitting planetary gear (21) , and the rotor (25) of the first electric motor (20) is coupled with the sun gear (SO) of the doublesingle pinion planetary gear train.

Please replace paragraph no. [0024] with the following amended paragraph:

According to an eighteenth aspect of the invention (see FIGs. 12 and 13 for example), the hybrid driving unit (7B7C) is characterized in that the second electric motor (23), the transmission (22) , the power splitting planetary gear (21) and the first electric motor (20) are disposed in order from the side closer to the internal combustion engine (5).

Please replace paragraph no. [0026] with the following amended paragraph:

According to a twentieth aspect of the invention (see FIGs. 12 and 13 for example) , the hybrid driving unit (7C) is characterized in that the power splitting planetary gear (21) comprises

a double pinion planetary gear train, the input shaft (10) passes ~~through~~^{adjacent to} ~~between~~ the transmission (22) and the power splitting planetary gear (21) and is coupled with the ring gear (R0) of the double pinion planetary gear train, the output shaft (12) is coupled with the carrier (CR0) of the double pinion planetary gear on the side of the transmission (22) through the inner peripheral side of the power splitting planetary gear (21), the rotor (25) of the first electric motor (20) is coupled with the sun gear (SO) of the double pinion planetary gear, and the output element (CR1) of the transmission (22) is coupled with the carrier (CR0) of the double pinion planetary gear on the transmission (22) side through the outer peripheral side of the power splitting planetary gear (21).

Please replace paragraph no. [0055] with the following amended paragraph:

According to the 29-th aspect of the invention, since the accuracy for supporting the rotor may be improved by supporting ~~the~~ both sides of the rotor of the electric motor disposed at the rear end, among the first and second electric motors, by the supporting members extending from the casing member through the intermediary of the bearing members, the gap between the stator and the rotor may be reduced and the output of the electric motor may be improved. Still more, since the mounting section is provided behind the rear supporting member, it may be set at the part of the casing member in which the diameter is small. It allows the hybrid driving unit to be mounted to the body in compact.

Please replace paragraph no. [0075] with the following amended paragraph:

Taking the readiness of assembly and others into account, the casing member 14 is divided into a plurality of parts in the longitudinal direction along the axis 13 and is formed in a body by combining junctions of the respective parts. For instance, one of the junctions H is

located near the front part of the second electric motor 23. Note that other junctions are not shown in the figure. In the casing member 14, a plurality of partitions, i.e. , partitions A, B, C, D and E as supporting members, are formed at different positions in the longitudinal direction in order from the front side. Among these partitions A through E, the partitions A and E are disposed near the front and rear ends of the casing member 14, respectively, and the space within the case between the partitions A and E is divided into four spaces by the partitions B, C and D longitudinally along the axis 13. These partitions A through E act as reinforcing members of the casing member 14 and are used for retaining bearings a through v described later and for forming hydraulic chambers 40 and 45 described later.

Please replace paragraph no. [0098] with the following amended paragraph:

The first electric motor 20 has the stator 24 fixed to the casing member 14 (see FIG. 1) and the rotor 25 rotatably supported on the inner diametric side of the stator 24. The rotor 25 of the first electric motor 20 is coupled with a ring gear R~~sun gear SO~~ of the power splitting planetary gear 21 described next. The first electric motor 20 generates electricity based on the motive power inputted via the sun gear SO and drives the second electric motor 23 or charges the HV battery (hybrid driving battery) not shown via the inverter not shown.

Please replace paragraph no. [0106] with the following amended paragraph:

The power splitting planetary gear 21 comprises a double pinion planetary gear train disposed coaxially with the input shaft 10. The power splitting planetary gear 21 has the carrier (~~third~~first rotary element) CR0 supporting the plurality of pinions PO (P01 and P02) , the sun gear (second rotary element) SO and the ring gear (third rotary element) RO each engaging with the pinions P01 and P02. The ring gear RO of the power splitting planetary gear 21 is coupled

with the input shaft 10, the sun gear SO is coupled with the rotor 25 of the first electric motor 20 and the carrier CR0 is coupled with the output shaft 12. The power splitting planetary gear 21 splits the motive power inputted to the ring gear RO via the input shaft 10 to the first electric motor 20 via the sun gear SO and to the output shaft 12 via the carrier CR0 based on the control on the revolution of the first electric motor 20. It is noted that the power split to the first electric motor 20 is used for generating electricity and the power split to the output shaft 12 is used for driving the vehicle 1.

Please replace paragraph no. [0109] with the following amended paragraph:

The second electric motor 23 is disposed at the rearmost position among with respect to the first electric motor 20, the power splitting planetary gear 21, and the transmission 22 and the second electric motor 23 described above, i.e. , at the position furthest from the internal combustion engine 5. The second electric motor 23 has the stator 28 fixed to the casing member 14 (see FIG. 1) and the rotor 29 rotatably supported on the inner diametric side of the stator 28. The rotor 29 of the second electric motor 23 is coupled with the sun gear S1 of the transmission 22 described above. Similarly to the first electric motor 20 described above, the second electric motor 23 is connected to the HV battery via the inverter. The second electric motor 23 is arranged to assist the drive of the output shaft 12 via the transmission 22 and to regenerate energy.

Please replace paragraph no. [0123] with the following amended paragraph:

The second electric motor 23 is disposed at the rearmost position among with respect to the power splitting planetary gear 21, the first electric motor 20, and the transmission 22 and the second electric motor 23 described above, i.e. , at the position furthest from the internal

combustion engine 5. The second electric motor 23 has the stator 28 fixed to the casing member 14 (see FIG. 1) and the rotor 29 rotatably supported on the inner diametric side of the stator 28. The rotor 29 of the second electric motor 23 is coupled with a sun gear S1 of the transmission 22 described above. Similarly to the first electric motor 20 described above, the second electric motor 23 is connected to the HV battery via the inverter. However, their main functions differ from each other. That is, differing from the first electric motor 20 which functions mainly for the purpose of power generation, the second electric motor 23 functions mainly as a driving motor for assisting the motive power (driving force) of the vehicle 1. However, the second electric motor 23 also functions as a generator in braking the vehicle for example by regenerating vehicular inertia force as electrical energy.

Please replace paragraph no. [0124] with the following amended paragraph:

Among the power splitting planetary gear 21, the first electric motor 20, the transmission 22 and the second electric motor 23 described above, the first and second electric motors 20 and 23 are heavy devices which are heavier than the power splitting planetary gear 21 and the transmission 22. Then, in the present embodiment, the second electric motor 23, i.e., one of the heavy devices, is disposed at the rearmost position with respect to among the power splitting planetary gear 21, the first electric motor 20, and the transmission 22 ~~and the second electric motor 23~~, i.e., at the position furthest from the internal combustion engine 5 as shown in FIG. 7.

Please replace paragraph no. [0127] with the following amended paragraph:

The hybrid driving unit 7B shown in FIG. 8 comprises the input shaft 10 and the output shaft 12 disposed on the axis 13 and the power splitting planetary gear 21, the first electric motor 20, the transmission 22 and the second electric motor 23 disposed around the axis 13. All of

these devices are stored within the casing member 14 together with the input shaft 10 and the output shaft 12, except ~~of~~ a part of the rear end of the output shaft 12 (part of the rear end coupling section 12a) ~~projecting~~ out of the casing member 14 to the rear.

Please replace paragraph no. [0128] with the following amended paragraph:

Taking the readiness of assembly ~~and others~~ into account, the casing member 14 is divided into a plurality of parts in the longitudinal direction along the axis 13 and is formed in a body by combining junctions of the respective parts. For instance, one of the junctions H is located near the front part of the second electric motor 23. Note that other junctions are not shown in the figure. In the casing member 14, a plurality of partitions, i.e. , partitions A, B, C, D and E as supporting members, are formed at different positions in the longitudinal direction in order from the front side. Among these partitions A through E, the partitions A and E are disposed near the front and rear ends of the casing member 14, respectively, and the space within the case between the partitions A and E is divided into four spaces by the partitions B, C and D longitudinally along the axis 13. These partitions A through E act as members for reinforcing the casing member 14 and are used for retaining bearings a through z described later and for forming the hydraulic chambers 40 and 45 described later.

Please replace paragraph no. [0145] with the following amended paragraph:

Thus, the transmission 22 transmits the extensively reduced revolution to the output shaft 12 in the low state by engaging the first brake B1 and by releasing the second brake B2, respectively. ~~In contrast~~, ~~if the transmission 22 transmits the revolution reduced in~~ ~~by~~ a relatively small extent to the output shaft 12 by releasing the first brake B1 and by engaging the second brake B2, respectively. Because the transmission 22 is thus capable of shifting in the two

stages, the second electric motor 23 maybe downsized. That is, the transmission 22 enables to use a small electric motor, to transmit sufficient driving torque to the output shaft 12 in the low state in starting the vehicle 1 when high torque is required, and to prevent the rotor 29 from rotating at high-speed by putting it in the high state when the output shaft 12 is rotating at high-speed.

Please replace the paragraph no. [0198] with the following amended paragraph:

Thus, the transmission 22 transmits the extensively reduced revolution to the output shaft 12 in the low state by engaging the first brake B1 and by releasing the second brake B2, respectively. ~~In contraryst, it~~ the transmission 22 transmits the revolution reduced ~~in~~by a relatively small extent to the output shaft 12 by releasing the first brake B1 and by engaging the second brake B2, respectively. Because the transmission 22 is thus capable of shifting in the two stages, the second electric motor 23 maybe downsized. That is, the transmission 22 enables to use a small electric motor, to transmit sufficient driving torque to the output shaft 12 in the low state in starting the vehicle 1 when high torque is required, and to prevent the rotor 29 from rotating at high-speed by putting it in the high state when the output shaft 12 is rotating at high-speed.

Please replace paragraph no. [0200] with the following amended paragraph:

Bearings n through s are fitted to the following positions for the power splitting planetary gear 21. That is, the bearing n is fitted between the inner diametric rear face of the flange portion of the coupling member 64 and the inner diametric front face of the flange section 61, the bearing o is fitted between the inner peripheral rear face of the flange section 61 and the inner diametric front face of the front carrier plate CROb, and the bearing p is fitted between the inner

diametric rear face of the front carrier plate CROb and the front end face of the sun gear SO, respectively. The bearing q is fitted between the outer peripheral face of the rear end of the input shaft 10 and the inner peripheral face of the cylindrical part at the front end of the output shaft 12, and the bearings r and s are fitted between the outer peripheral face of the cylindrical part and the inner peripheral face of the sun gear SO. These bearings n through s support the ring gear RO rotatably with respect to the casing member 14 in a body with the input shaft 10 and the carrier CR0 and the sun gear SO relative-rotatably with respect to the output shaft 12. Thus, in the power splitting planetary gear 21, the ring gear RO, which is the input section, is fixed to the input shaft 10, and the sun gear SO and the carrier CR0, which are the output sections (to which power is split), are coupled with the front end of the rotor 25 of the first electric motor 20 and to the front end of the output shaft 12. That is, the power splitting planetary gear 21 is arranged so as to split the motive power of the internal combustion engine 5 inputted to the ring gear RO via the input shaft 10 (see FIG. 1) to the side of the first electric motor 20 via the sun gear SO and to the side of the output shaft 12 via the carrier CR0, respectively. The ratio of split of power is decided based on the state of revolution of the first electric motor 20 described next. That is, when the rotor 25 of the first electric motor 20 is caused to generate a large power, an amount of power generated by the first electric motor 20 increases and the power outputted to the output shaft 12 is reduced to that extent. In contrast, When ~~when~~ the rotor 25 of the first electric motor 20 is caused to generate a small power ~~in contrary~~, an amount of power generated by the first electric motor 20 decreases and the power outputted to the output shaft 12 increases to that extent.

Please replace paragraph no. [0219] with the following amended paragraph: